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# THE WHITE PASS AND YUKON ROUTE

## WINTER SERVICE



### SEASON OF 1905-1906

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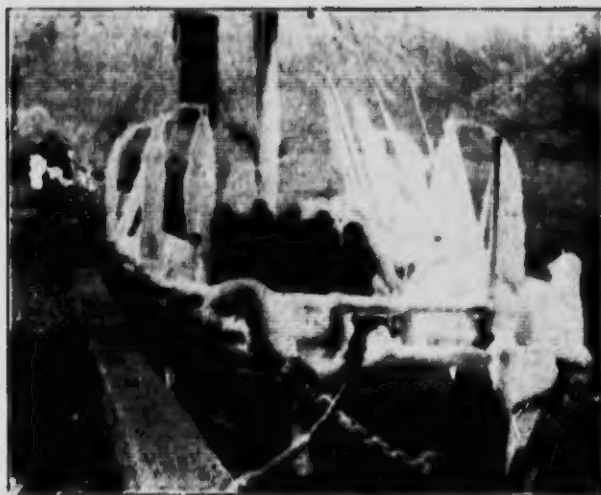
# TABLE OF DISTANCES

## GOVERNMENT TRAIL.

Miles from Dawson.		Miles from White Horse.
0	Dawson	330
	27	
27	Indian River	303
	23	
50	Wounded Moose	280
	25	
75	Stewart Crossing	255
	19	
94	Stevens	236
	18	
112	Humes	218
	19½	
131½	Pelly Crossing	199½
	23	
154½	Minto	175½
	23	
177½	Yukon Crossing	152½
	22	
199½	Carmacks	130½
	24	
223½	Montagu	106½
	22	
245½	Braeburn	84½
	22	
267½	Nordenskiöld	62½
	22	
289½	Little River	40½
	18½	
308	Tahkeena	22
	22	
330	White Horse	0

For Passenger Rates.....	See pages 4 and 6
" Freight " .....	" " 12
" Baggage " Etc.....	" " 8
" Stage Time Tables.....	" " 9 and 10
" Information relating to Dawson.....	" " 4
" " " the Tanana.....	" " 14
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**WINTER SCENE**

**AT WHARF**

**SKAGWAY, ALASKA**

**The Southern Terminus of**

**The White Pass and**

**Yukon Route**

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"Portal that leads to an enchanted land  
Of cities, forests, fields of gold,  
Vast tundras, lordly summits, touched with snow."

208027

## **BULLETIN No. 18**

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### **THE WHITE PASS AND YUKON ROUTE**

### **Mail Service Department**

**SEASON OF 1905-6.**

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Last summer a greater number of tourists visited Alaska than ever before in its history, indicating that Gold is not the only attraction in that wonderful land, and with the excellent stage service furnished by the **WHITE PASS & YUKON ROUTE**, it is now possible during the winter season to reach all the principal towns in the interior of Alaska and the Yukon, with ease and comfort.

All the ocean steamers of the Alaska Steamship Association from Puget Sound and British Columbia ports connect at Skagway with the daily trains of the White Pass & Yukon Route at all seasons of the year, and the trains again at White Horse—the northern terminus of the railroad—connect all winter with the Company's stages instead of the steamers that ply between White Horse and Dawson during the summer season.

The preliminary stage service with "wheeled" vehicles will be established with the close of navigation and continued until about December 1st, when sleighs will be placed in operation instead, and a regular passenger, express and freight service maintained until the end of the sleighing season, when the wheeled vehicles will again be placed in operation and used until the opening of navigation.

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### **SLEIGHING SEASON**

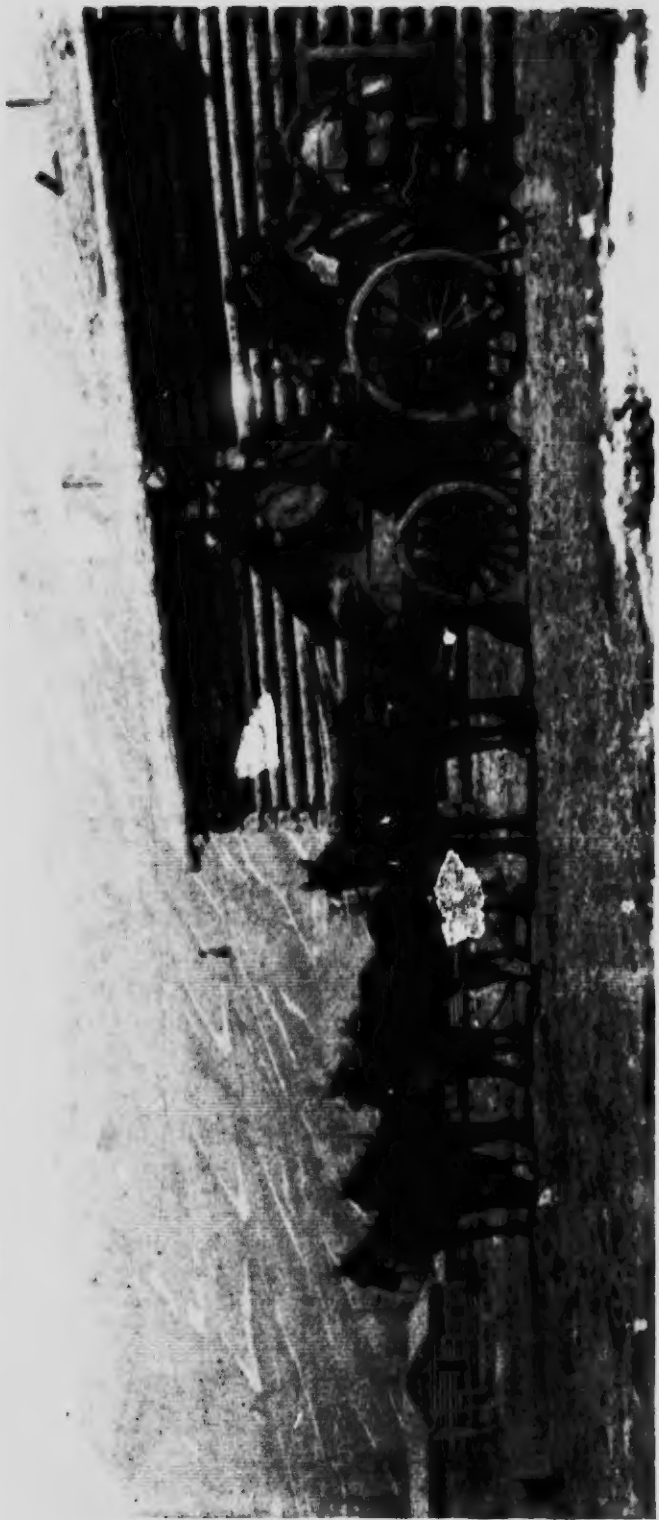
"Hear the sledges with the bells—  
What a world of merriment their melody foretells."

**ON OR ABOUT DECEMBER 1<sup>ST</sup>, 1905,**  
the Regular Sleighs will be placed in operation between White Horse and Dawson.

A Special Mail, Passenger, Express and Freight Service will be maintained during the balance of the sleighing season.

A **FAST FREIGHT SERVICE** has been arranged and special equipment provided, regular stage relays of horse being used in addition to the **MAIL, PASSENGER** and **EXPRESS** service. During the past season the trail has been greatly improved, making smoother running and faster time possible.

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ONE OF THE ROYAL MAIL STAGES BETWEEN WHITE HORSE AND DAWSON. WHITE PASS & YUKON ROUTE.

## PASSENGER SERVICE

The **PASSENGER SLEIGHS** are of the newest design, built expressly for Northern traffic.

Each sleigh has accommodations for from nine to fourteen passengers, 1,000 pounds of passenger baggage, and 1,000 pounds of mail and express. Passengers will stop at roadhouses every night and travel only during the day. No team will travel more than an average of twenty miles, and a fresh team will be in readiness at each station along the route. The stages are always supplied with robes for the use of passengers, and foot warmers will be used during very cold weather.

### DAWSON.

The trip from White Horse is made on somewhat less than a five-days' schedule to Dawson, the Mecca of the pioneer gold-seeker and magic city of the North—a city that in a few months after the discovery of the famous Klondike became a household word all over the world, and in practically less time became a modern and up-to-date city. It still retains its supremacy as the Queen of Northern Mining Camps—the center of the world's richest placers, the richness of which is still evidenced by the many dredging plants shipped in during the past season, the installation and operation of which have proved remunerative beyond all expectations, assuring continued prosperity and permanency of the camp.

### RATES OF FARE

Subject to change without notice, the following passenger rates will apply:

#### NORTH AND SOUTHBOUND.

From the close of navigation to December 1st, and from the end of the sleighing season to the opening of navigation, during the time that the wheeled vehicles are used.

First Class.

Between White Horse and Dawson.....\$125.00

**Note.**—While the wheeled vehicles are in use hand baggage only will be taken, and not to exceed 25 pounds, which will be carried free for each passenger. Heavy baggage, express and freight will be handled when the regular sleighs are in operation. (See under Baggage, page 8.)

#### NORTHBOUND.

From December 1st to March 15th, while sleighs are in use:

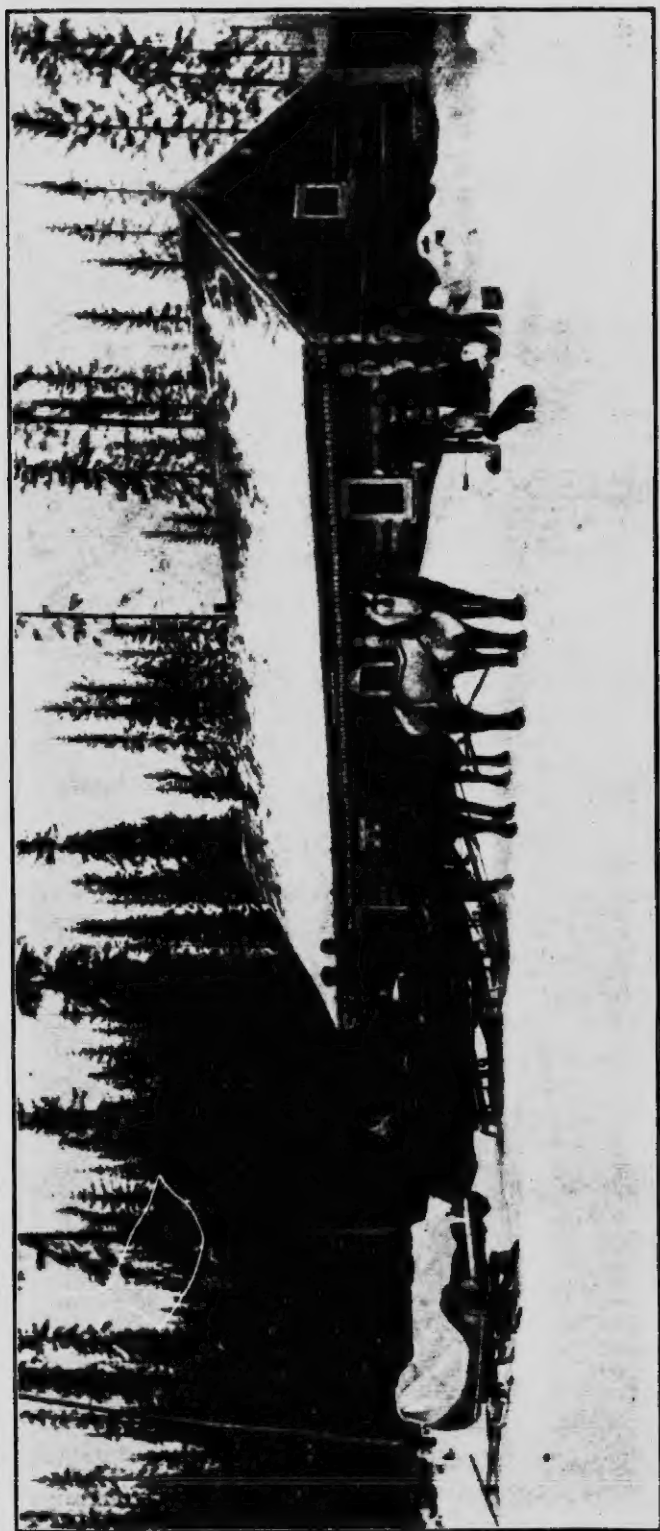
First Class.

From White Horse to Dawson..... \$80.00

From March 15th to the end of the sleighing season:

First Class.

From White Horse to Dawson.....\$100.00



SCENE ON THE WINTER TRAIL BETWEEN WHITE HORSE AND DAWSON. WHITE PASS & YUKON ROUTE.



# PASSENGER SERVICE--Con.

## SOUTHBOUND.

From December 1st to the end of the sleighing season:

First Class.

**From Dawson to White Horse..... \$75.00**

In figuring rates between Skaguay and Dawson, add \$20.00 in each direction to the White Horse rates.

In figuring rates between Icy Sound and British Columbia ports and Dawson, add \$50.00 in each direction to the White Horse rates.

First-class through tickets include meals and berths on ocean steamers. Tickets in no case include meals and lodging at the road houses between White Horse and Dawson. The regular road house charges are: Meals, \$1.50 each; beds, \$1.00 per night.

**Note.**—If the passenger fare from White Horse to Dawson is lower than the rate named above, on arrival of the passenger at White Horse refund of the difference between the amount paid for through ticket on above basis, and the rate in effect at the time the passenger reaches White Horse will be made.

With tri-weekly service in effect, passengers will not have to wait more than one day at White Horse for a regular stage.

Relays of fresh horses every twenty miles.

The safety and comfort of passengers are special features of the service.

Passengers have lots of room and plenty of good fur robes to keep them warm.

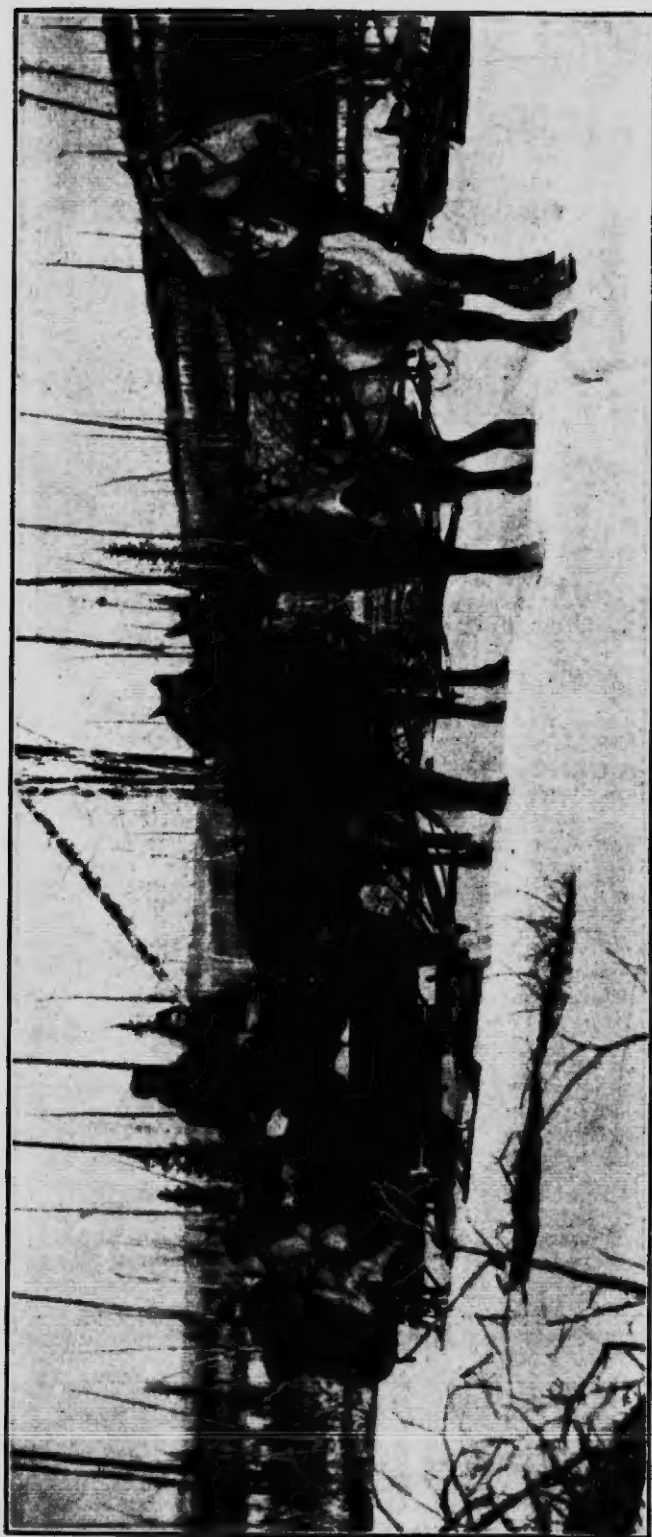
The road houses are all comfortable, with clean beds and good cooking. Many of them have recently been greatly improved. Private rooms can now be secured at all of them by paying a small extra charge.

Space for passengers holding through tickets will be reserved on the stages in rotation according to their tickets, and ahead of those holding local tickets of later dates. There will not be any delays, as ample equipment and horses will be in reserve for all emergencies.

If sufficient passenger business shows up to warrant it, extra stages will be run at any time.

In connection with the ocean steamers to Skaguay and modern trains to White Horse, the thoroughly equipped stage line of the White Pass and Yukon Route simplifies the question of travel to Dawson during the winter months.





THE WHITE PASS & YUKON ROUTE ROYAL MAIL STAGE, EN ROUTE TO DAWSON.

# PASSENGER SERVICE--Con.

## BAGGAGE.

Charges on excess baggage must be prepaid.

Baggage liability is limited to wearing apparel only, not exceeding one hundred dollars (\$100.00) in value for each passenger.

**Baggage must not be checked beyond White Horse, either North or Southbound.**

Unless passengers hold through tickets to Dawson, Ocean lines **MUST NOT CHECK BAGGAGE BEYOND SKAGUAY.**

The baggage of passengers holding through transportation to Dawson **MAY BE CHECKED TO WHITE HORSE, BUT IN NO CASE BEYOND.**

### North of White Horse.

Hand baggage only, not to exceed 25 pounds for each passenger, will be carried free between White Horse and Dawson; all in excess of 25 pounds, including valises, small trunks, traveling bags, etc., not exceeding three feet in length and eighteen inches in width and depth, will be charged for at the rate of **30 CENTS PER POUND.**

The Company cannot guarantee to take baggage over above dimensions, such as large trunks, etc., on the stages with passengers. Such baggage will be taken (if desired) on stages when possible at the **30 CENT RATE**, but if there is no room it will follow by **Fast Freight** at the rate of **25 CENTS PER POUND**, arriving three or four days later in Dawson.

Baggage in excess of one hundred (\$100.00) dollars valuation for each passenger, excess valuation, will be charged for at the rate of 10 per cent. on such excess valuation between White Horse and Dawson.

The Company will not be responsible for hand baggage, or guarantee the delivery at destination of any baggage at any specified time, whether checked or receipted for as baggage at baggage rates, or forwarded as freight.

### South of White Horse.

150 pounds of baggage will be carried free south of White Horse. Excess will be charged for at the rate of 10 cents per pound between White Horse and Puget Sound and British Columbia ports.

Baggage in excess of one hundred (\$100.00) dollars valuation for each passenger, excess valuation, will be charged for at the rate of six (6) per cent. between White Horse and Puget Sound and British Columbia ports.

## BASIS OF THROUGH EXCESS BAGGAGE RATES.

	Excess.	Excess Valuation.
*Stage Line .....	30c per lb.	10 per cent.
Rail .....	7c per lb.	5 per cent.
Ocean .....	3c per lb.	1 per cent.

\*If by Freight (Stage Line) 25c per lb. 10 per cent.

# PASSENGER STAGE SERVICE

PASSENGER STAGES WILL RUN ON THE FOLLOWING SCHEDULE, SUBJECT TO CHANGE WITHOUT NOTICE

## NORTH-BOUND

	NUMBER 1		NUMBER 3		NUMBER 5	
	ARRIVE	LEAVE	ARRIVE	LEAVE	ARRIVE	LEAVE
White Horse	Sunday 1:30 p.m.	Sunday 10:00 a.m.	Tues. 6:00 p.m.	Tues. 2:00 p.m.	Friday 10:30 a.m.	Friday 7:00 a.m.
Tahkeena	Sunday 6:00 p.m.	Mon. 6:00 a.m.	Wed. 9:15 a.m.	Wed. 6:00 a.m.	Friday 2:15 p.m.	Friday 11:00 a.m.
Little River	Mon. 9:45 a.m.	Mon. 10:15 a.m.	Wed. 1:45 p.m.	Wed. 2:45 p.m.	Friday 7:00 p.m.	Friday 3:15 p.m.
Nordenskiold	Mon. 1:45 p.m.	Mon. 2:45 p.m.	Wed. 6:15 p.m.	Thurs. 6:00 a.m.	Sat. 9:30 a.m.	Sat. 6:00 a.m.
Braeburn	Mon. 6:15 p.m.	Tues. 6:00 a.m.	Thurs. 9:30 a.m.	Thurs. 10:00 a.m.	Sat. 1:30 p.m.	Sat. 10:00 a.m.
Montagu	Tues. 10:00 a.m.	Tues. 10:30 a.m.	Thurs. 2:00 p.m.	Thurs. 3:00 p.m.	Sat. 6:30 p.m.	Sat. 2:30 p.m.
Carmacks	Tues. 2:00 p.m.	Tues. 3:00 p.m.	Thurs. 6:30 p.m.	Friday 6:00 a.m.	Sunday 9:30 a.m.	Sunday 6:00 a.m.
Yukon Crossing	Tues. 6:30 p.m.	Wed. 6:00 a.m.	Friday 9:30 a.m.	Friday 10:00 a.m.	Sunday 1:30 p.m.	Sunday 10:00 a.m.
Minto	Wed. 9:30 a.m.	Wed. 10:00 a.m.	Friday 1:50 p.m.	Friday 2:30 p.m.	Sunday 6:00 p.m.	Sunday 2:30 p.m.
Pelly Crossing	Wed. 1:30 p.m.	Wed. 2:30 p.m.	Friday 6:00 p.m.	Sat. 6:00 a.m.	Mon. 9:30 a.m.	Mon. 6:00 a.m.
Humes	Wed. 5:45 p.m.	Thurs. 6:00 a.m.	Sat. 9:15 a.m.	Sat. 10:00 a.m.	Mon. 1:15 p.m.	Mon. 10:00 a.m.
Stevens	Thurs. 9:30 a.m.	Thurs. 10:30 a.m.	Sat. 1:30 p.m.	Sat. 2:30 p.m.	Mon. 5:45 p.m.	Mon. 2:15 p.m.
Stewart Crossing	Thurs. 2:45 p.m.	Thurs. 3:15 p.m.	Sunday 10:00 a.m.	Sunday 10:30 a.m.	Tues. 10:15 a.m.	Tues. 6:00 a.m.
Wounded Moose	Thurs. 7:15 p.m.	Friday 7:00 a.m.	Sunday 4:00 p.m.	Sunday 10:30 a.m.	Tues. 2:30 p.m.	Tues. 10:45 a.m.
Indian River	Friday 11:00 a.m.				Tues. 7:00 p.m.	Tues. 3:00 p.m.
Dawson						

# PASSENGER STAGE SERVICE

PASSENGER STAGES WILL RUN ON THE FOLLOWING SCHEDULE, SUBJECT TO CHANGE WITHOUT NOTICE

## SOUTH-BOUND

	NUMBER 2		NUMBER 4		NUMBER 6	
	ARRIVE	LEAVE	ARRIVE	LEAVE	ARRIVE	LEAVE
Dawson		Mon. 9:00 a.m.		Wed. 2:00 p.m.		Sat. 7:00 a.m.
Indian River	Mon. 1:30 p.m.	Mon. 2:30 p.m.	Wed. 6:30 p.m.	Thurs. 6:00 a.m.	Sat. 11:00 a.m.	Sat. 11:30 a.m.
Wounded Moose	Mon. 6:30 p.m.	Tues. 6:00 a.m.	Thurs. 10:00 a.m.	Thurs. 10:30 a.m.	Sat. 3:00 p.m.	Sat. 3:30 p.m.
Stewart Crossing	Tues. 10:00 a.m.	Tues. 10:30 a.m.	Thurs. 2:30 p.m.	Thurs. 3:30 p.m.	Sat. 7:00 p.m.	Sunday 6:00 a.m.
Stevens	Tues. 2:15 p.m.	Tues. 3:15 p.m.	Thurs. 7:15 p.m.	Friday 6:00 a.m.	Sunday 9:30 a.m.	Sunday 10:30 a.m.
Humes	Tues. 6:30 p.m.	Wed. 6:00 a.m.	Friday 9:15 a.m.	Friday 10:15 a.m.	Sunday 1:45 p.m.	Sunday 2:45 p.m.
Pelly Crossing	Wed. 9:15 a.m.	Wed. 9:45 a.m.	Friday 1:30 p.m.	Friday 2:30 p.m.	Sunday 6:00 p.m.	Mon. 6:00 a.m.
Minto	Wed. 1:15 p.m.	Wed. 2:15 p.m.	Friday 6:00 p.m.	Sat. 6:00 a.m.	Mon. 9:30 a.m.	Mon. 10:00 a.m.
Yukon Crossing	Wed. 6:45 p.m.	Thurs. 6:00 a.m.	Sat. 9:30 a.m.	Sat. 10:00 a.m.	Mon. 1:30 p.m.	Mon. 2:30 p.m.
Carmacks	Thurs. 9:30 a.m.	Thurs. 10:00 a.m.	Sat. 1:30 p.m.	Sat. 2:30 p.m.	Mon. 6:00 p.m.	Tues. 6:00 a.m.
Montagu	Thurs. 2:00 p.m.	Thurs. 3:00 p.m.	Sat. 6:30 p.m.	Sunday 6:00 a.m.	Tues. 10:00 a.m.	Tues. 10:30 a.m.
Braeburn	Thurs. 6:30 p.m.	Friday 6:00 a.m.	Sunday 9:30 a.m.	Sunday 10:00 a.m.	Tues. 2:00 p.m.	Tues. 3:00 p.m.
Nordenskiold	Friday 9:30 a.m.	Friday 10:00 a.m.	Sunday 1:30 p.m.	Sunday 2:30 p.m.	Tues. 6:30 p.m.	Wed. 6:00 a.m.
Little River	Friday 1:30 p.m.	Friday 2:30 p.m.	Sunday 6:00 p.m.	Mon. 7:00 a.m.	Wed. 9:30 a.m.	Wed. 10:00 a.m.
Tahkeena	Friday 5:45 p.m.	Sat. 6:00 a.m.	Mon. 10:15 a.m.	Mon. 11:15 a.m.	Wed. 1:15 p.m.	Wed. 2:15 p.m.
White Horse	*Sat. 9:30 a.m.		Mon. 2:45 p.m.		Wed. 5:45 p.m.	

\*Connecting with morning train for Skaguay.

White Horse	Friday 3:45 p.m.	Sat. 9:30 a.m.	Mon. 6:00 a.m.	Mon. 10:15 a.m.	Mon. 11:15 a.m.	Wed. 1:15 p.m.	Wed. 2:15 p.m.
	*Sat. 9:30 a.m.		Mon. 2:45 p.m.		Wed. 5:45 p.m.		

\*Connecting with morning train for Skaguay.



ROY/ 'IL STAGE—WHITE PASS & YUKON ROUTE

# FREIGHT SERVICE

Specially constructed sleds will be used in connection with the new Fast Freight Service, with a maximum running time of eight days between White Horse and Dawson.

The pieces or packages of freight that will be accepted for shipment on any of the stages operated by this Company must not exceed the following dimensions per piece or package:

Length, 16 feet; width, 6 feet; height, 6 feet; weight, 3,000 lbs.

When not otherwise specified herein, shipments will be subject to rules and conditions in Northern Freight Classification No. 4.

**SUBJECT TO CHANGE AT ANY TIME, THE RATES WILL BE AS FOLLOWS BETWEEN WHITE HORSE AND DAWSON:**

All freight in Classes A. B. and C in the Company's Northern Freight Classification No. 4, effective April 15th, 1904 .....20c per pound  
Freight higher than Class C up to 1½ B, inclusive .....25c per pound  
Freight higher than 1½ Class B, and under 1½ C.....30c per pound  
Freight 1½ Class C and higher, and shipments of all other freight weighing 2,000 lbs. and over....Special Arrangements and Rates.

Weights and measurements must be furnished for freight taking 1½ Class C and higher, and similar light and bulky freight.

**SPECIAL RATES CAN BE OBTAINED FOR SHIPMENTS OF TEN TONS AND OVER.**

Minimum charge for any single shipment (between White Horse and Dawson) \$1.00.

Shippers' attention should be called to the fact that Freight, Express and Baggage can be bonded through to Dawson during the winter on any of the stages operated by the White Pass and Yukon Route.



INSPIRATION POINT. WHITE PASS & YUKON ROUTE.



# TANANA

The Tanana District, which promises to rival the famous Klondike in richness, has passed its experimental stage of development and is now an assured fact. There were over 7,000 people in the district last summer, and this number will be greatly increased next year. The district is a rich one, offers ample scope for the operations of practical mining men, a good field for the capitalist and many opportunities await thrifty business men there.

Fairbanks and Chena are the two principal towns in the district, and are connected by the Tanana Mines Railway, which gives a service of several trains, both freight and passenger, daily, in both directions. The railway is now in operation from Chena to Gilmore and will shortly be extended to the Dome on Cleary Creek and on to the Chatanika, and affords ample facilities for the transportation of all supplies from Chena, the head of navigation, to all the principal camps on the creeks.

The creeks discovered in the early history of the camp are all panning out well, and amongst recent ones discovered which promise to show up rich and extensive in placers are Dome Creek, Little Eldorado, Bear and Ester, near Fairbanks; the Delta, about 80 miles above Chena, and the Kantishna, a tributary of the Tanana River about 80 miles below Chena, indicating that the district is extensive and gives promise of developing into one of the best districts in the North; and, as one mining man put it, "It is only just being discovered."

During the open season of navigation, a big percentage of the supplies for the district is handled via Skaguay and Dawson, and in fact the latter route is practically the only gateway to the Tanana for passenger travel, and it is also the route to take during the winter for those who wish to avoid the many hardships encountered over a new, rugged, unbeaten and unmapped trail.

From Dawson, where passengers are landed in the comfortable stages of the White Pass and Yukon Route, the winter trail follows the river bank to Eagle and on to Circle. From the latter to Fairbanks the trail passes through a practically level and heavily timbered country. Last year during the sleighing season road houses were established every 18 miles, the trail being good all the way. This was demonstrated by the fact that over 3,000 people went in over this trail during the season of 1904-5.



THE SAW TOOTH MOUNTAINS. WHITE PASS & YUKON ROUTE.

# GENERAL INFORMATION

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The trans-continental trains connect with the ocean lines at all Pacific Coast terminal ports.

The ocean lines have practically a daily service to Skaguay.

At Skaguay, the southern terminus of the rail line, connections are made with the ocean steamers of the following lines:

Alaska S. S. Co.

Humboldt S. S. Co.

Pacific Coast S. S. Co.

Canadian Pacific Railway Co. (British Columbia Coast service.)

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## PASSENGER TRAIN SERVICE.

Between Skaguay (Daily Except Sunday):

Passenger trains leave Skaguay—	9:30 A. M.
Arrive Bennett .....	12:15 Noon
Arrive Caribou .....	2:10 P. M.
Arrive White Horse .....	4:30 P. M.
Leave White Horse .....	9:30 A. M.
Arrive Skaguay .....	4:30 P. M.

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## THE WHITE PASS AND YUKON ROUTE

Is the Only Direct Line to Dawson, Summer or Winter. For Special Information Apply to Any of the Following:

Herman Weig. General Agent, 1016 Chamber of Commerce, Chicago, Ill.

I. W. Dudley, General Agent, 513 Colman Bldg., Seattle, Wash.

J. H. Rogers, General Agent, Dawson, Y. T.

G. C. Mellott, Agent, White Horse, Y. T.

G. E. Pulham, Supt. Mail Service Dept., White Horse, Y. T.

M. J. B. WHITE

G. F. & P. A.,

Vancouver, B. C.

R. D. PINNEO,

A. G. F. & P. A.,

Skaguay, Alaska.

Issued Vancouver, B. C., Nov. 1st, 1905.



**THE WHITE PASS  
AND  
YUKON ROUTE**

**WINTER  
SERVICE**



**SEASON OF  
1905-1906**



